



### **Stakeholder Meeting Summary**

Wednesday, January 21, 2009  
Whiteside County Highway Department

**Project:** FAP 309 (US 30)  
Section (20-1, 17R, 16, 15, 110) PE 1  
Whiteside County  
Job No. P-92-107-07

**Attendees:**

Harlan J. Vegter (Union Grove Township)  
Arnold Vegter (Union Grove Township)  
David Dykstra (Mount Pleasant Township)  
Arlyn Folkers (Hopkins Township)  
John Bauscher (Whiteside County Highway Department)

**Project Study Group:**

Dawn Perkins (IDOT)  
Rebecca Marruffo (IDOT)  
Jon Estrem (HR Green)  
Victor Modeer (Volkert)

**Handouts (see attachment):**

Power Point- US 30 Fulton to Rock Falls, Illinois Project Update

**Meeting Purpose**

Members of the US 30 Project study team met at the Whiteside County Highway Department to present a project update.

The presentation included a summary of the project update:

- Project Initiation & Public Informational Open House June 2007
- Project Study Group (PSG) made up of State and Federal Agencies was formed
- Community Advisory Group (CAG) was formed to represent the community interests
- Environmental Studies begun
- Survey Work initiated
- Roadway Corridors Developed by CAG
- Project Purpose and Need (P&N) approved
- Corridors analyzed using P&N, Engineering & Environmental Issues
- Corridors identified to focus Study of Alignments

Listed below is an outline of the power point presentation:

- Development of the Corridors by the Community Advisory Group
- Screening Process
- Summary of CAG Input & Recommendations
- Project Timeline
- Next Steps

### **Study Team Presentation**

Rebecca Marruffo opened the meeting by introducing the US 30 study team and thanking everyone for agreeing to meet with the team. She stated the purpose of the meeting was to update the Whiteside County Highway Department on the project status before the upcoming public information open house.

Victor Modeer presented an overview of the project update and a summary of the CAG meetings. Jon Estrem reviewed the screening process and methods used to obtain the current corridors that will be studied further.

The study team closed the meeting by thanking everyone again for their time and ongoing commitment to support the project.

### **Comments/ Issues/ Questions**

#### **Comments:**

The commissioners requested that the northern corridor not be studied further.

Jon Estrem responded that the northern corridor must remain a part of the study for the sake of completeness and because the environmental resources have not yet been fully identified for that area.

Bypasses seem to kill towns.

This depends on the circumstances. One can find examples where the bypass has been beneficial to a community. The bypass can make it possible to develop areas that otherwise would not have that opportunity. Dewitt, Iowa is a good example of a community that was not hurt by the bypass.

Must keep the bypass close to town.

It was agreed that proximity of a bypass to a community will have an effect on the resulting impacts.

#### **Questions:**

Q: Currently the underpass has 3' of water during heavy rains. Would a RR overpass or underpass be designed on the west side?

A: The design is still under consideration and depends on final alignment.

Q: How much ROW will be needed?

A: If the design is a 4 lane, the right-of-way width will be 200' to 250'. However, it is still to be determined how many lanes will be required to meet the projected traffic needs.

Q: When would construction begin?

A: Timing for final design, land acquisition & construction are all dependent on availability of funding. It is likely that the project will be constructed in phases since the overall project may be deemed too costly to build as a single construction project. As a part of the study, segments of independent utility will be identified.

Q: The feasibility study said one thing regarding what corridors were viable. Why did we come in and start over?

A: The purpose of the feasibility study was to determine whether a need existed and if so, could the need be addressed? That study accomplished those things. However, it does not take the place of an Environmental Impact Statement. Federal guidelines require an EIS which involves several steps that are currently being followed.

Q: Will US 30 be closed when it is built?

A: The concept of segments of independent utility was explained again. In addition, it was explained that decisions have not been made regarding specific issues such as construction staging.

Q: What side roads will be closed?

A: This has not yet been determined. It was suggested that concerns along these lines be submitted in writing to help ensure they are documented as a part of the study.



Illinois Department of Transportation

# **U.S. 30**

## **Fulton to Rock Falls, Illinois**

### **Project Update**



**Morrison City Council**  
**& Whiteside County Highway Dept.**

***Wednesday, January 21, 2009***



# Project Update

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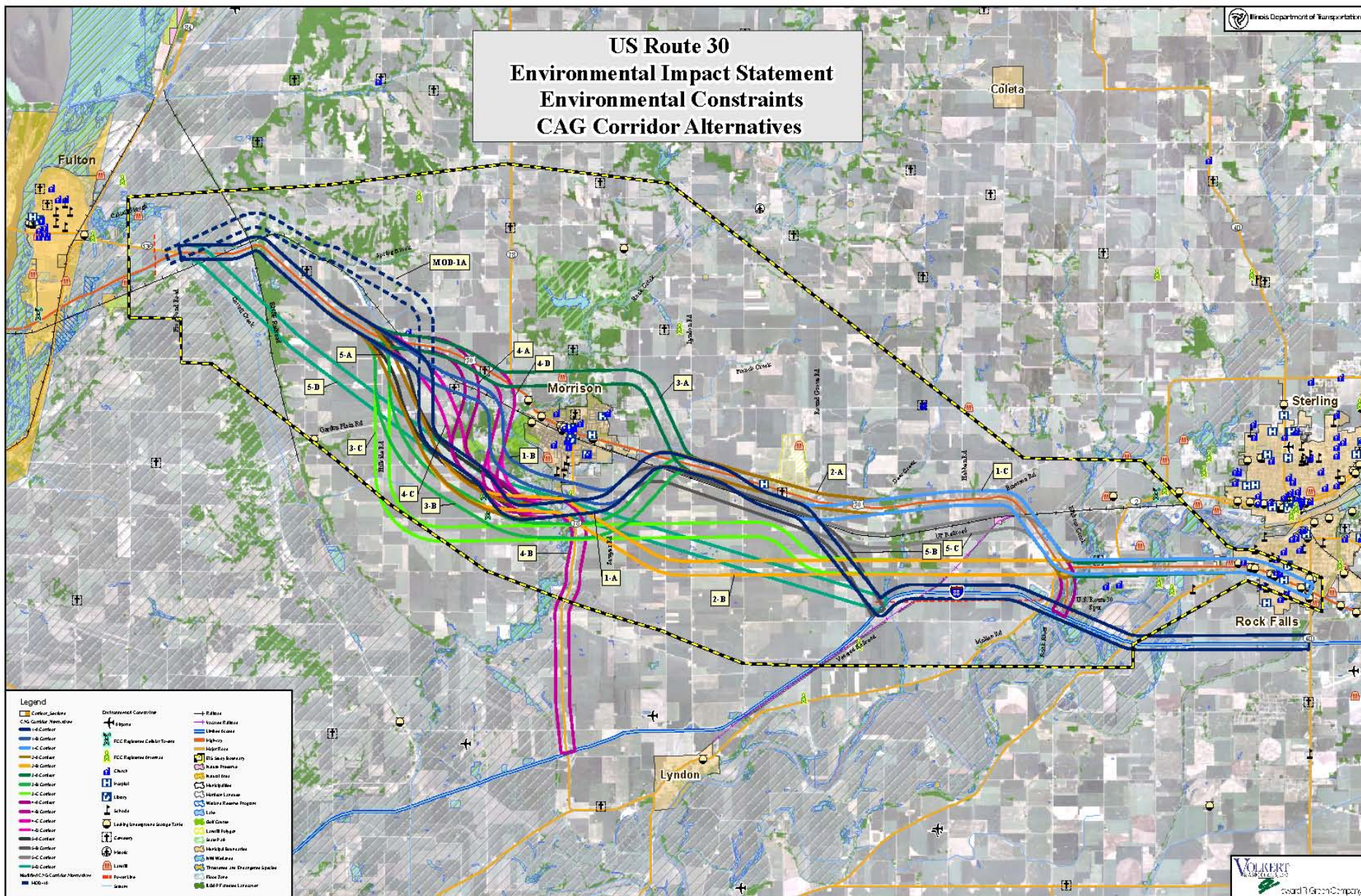


# Development of the Corridors by the Community Advisory Group (CAG)





# US Route 30 Environmental Impact Statement Environmental Constraints CAG Corridor Alternatives





## Break Project into sections, Combine, Establish Corridors in each section





# Screening Process

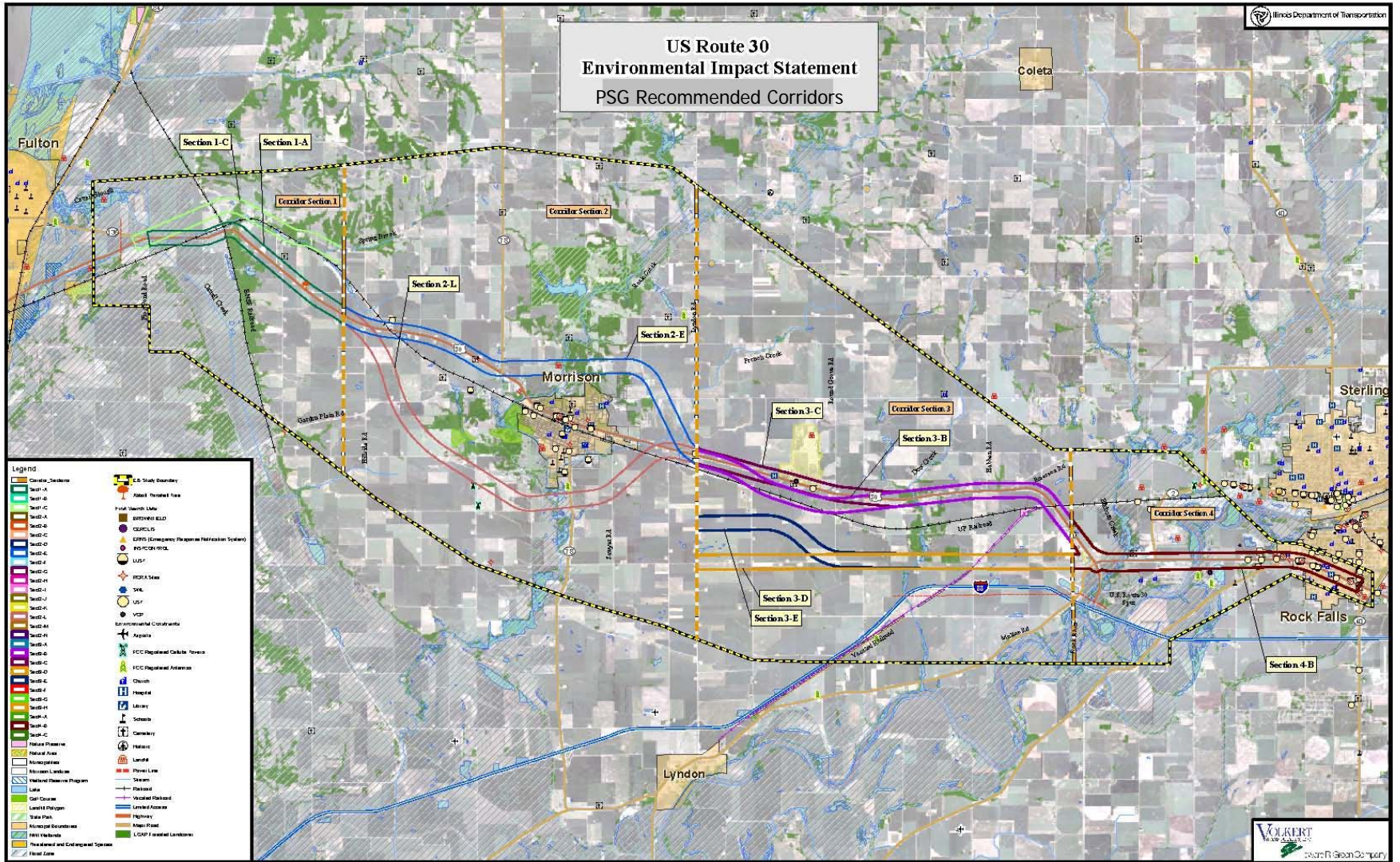
(Step 4 – Screen against the Purpose & Need Statement)

- ▶ Reduce Traffic Congestion
- ▶ Improve Traffic Capacity
- ▶ Improve Safety
- ▶ Accommodate Freight
- ▶ Establish Roadway Continuity



### (Result of Steps 5, 6, 7 & 8)

## Screen Corridors against Engineering & Environmental factors





# Summary of CAG Input & Recommendations



Section 1 – CAG Consensus : Recommend **1A**

Section 2 – CAG Consensus : Recommend **2L**

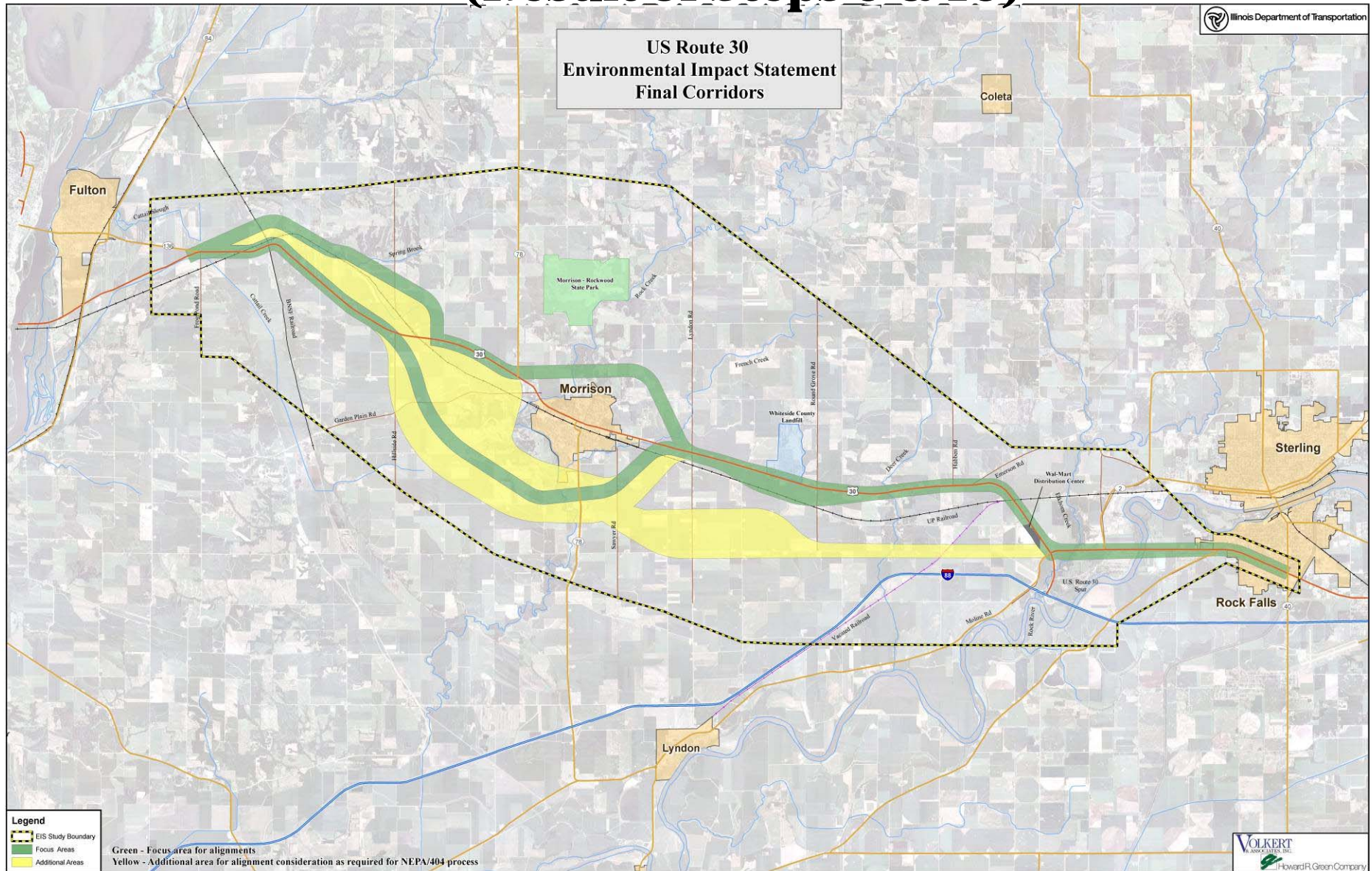
Section 3 – No Consensus - **3B & 3C** generally accepted

Section 4 – No Consensus - **4B**

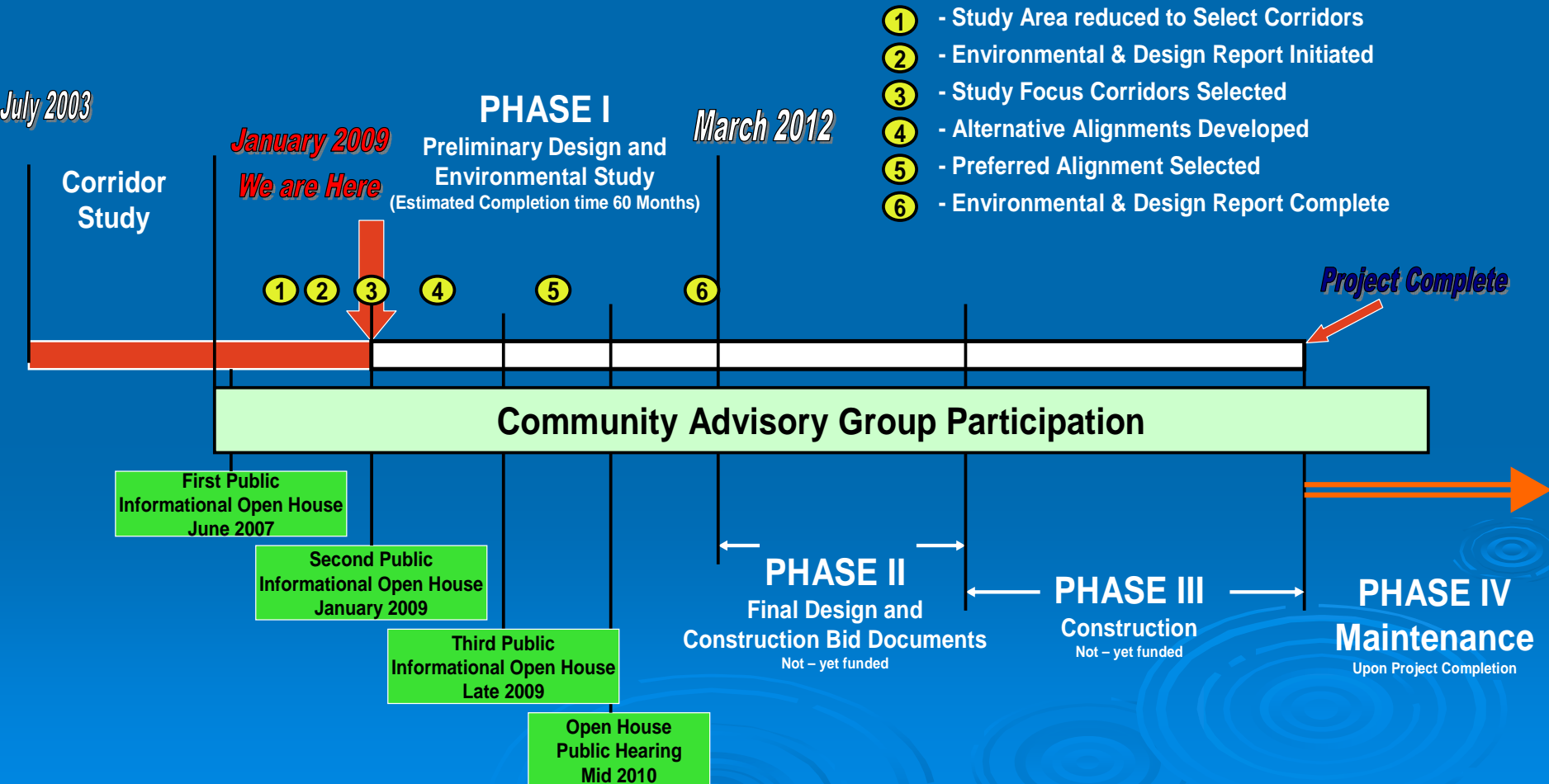




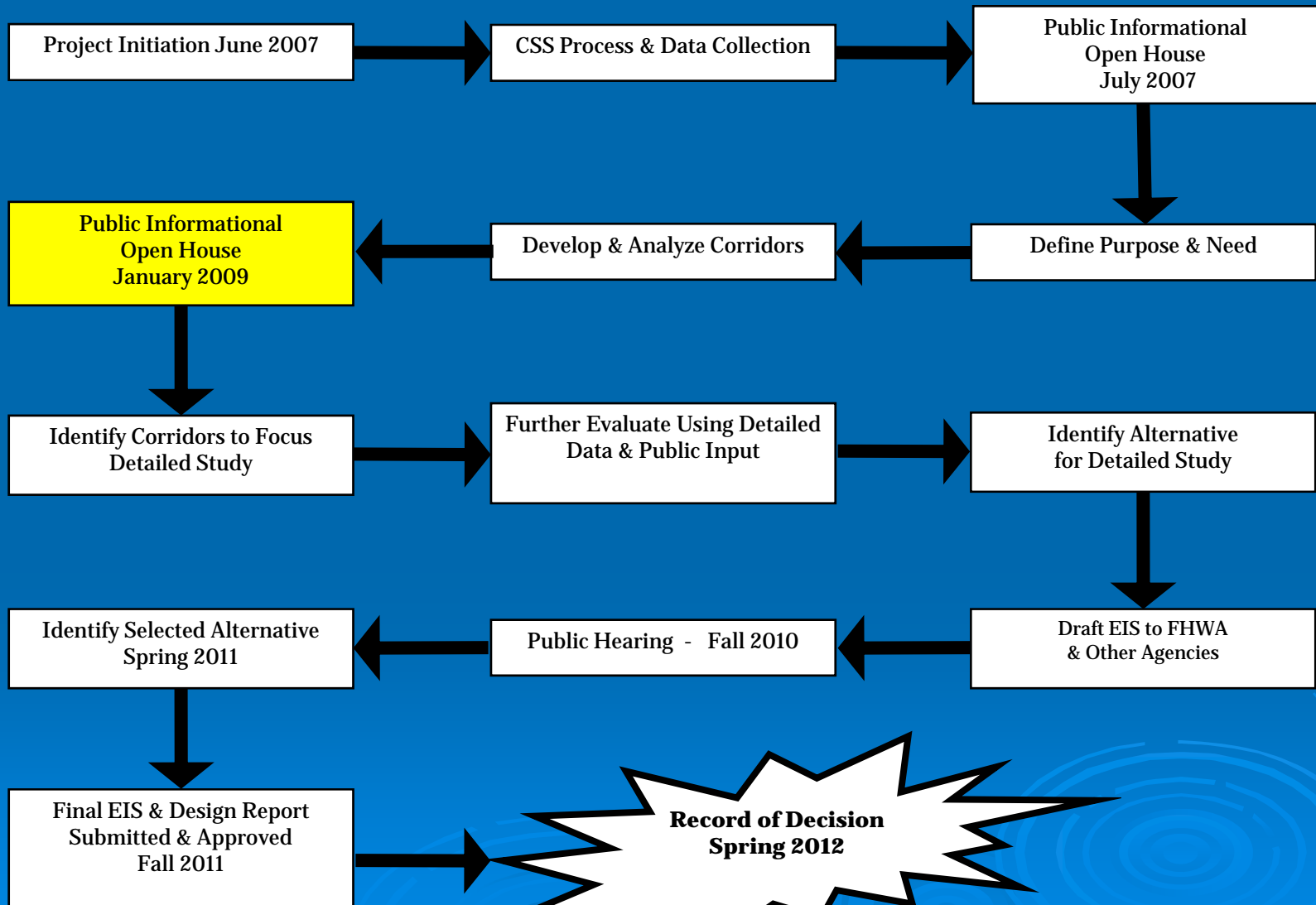
## (Result of Steps 9 & 10)



# Project Timeline



# Next Steps

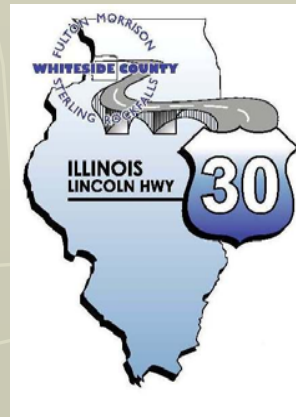






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FOR YOUR  
CONTINUED SUPPORT**



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